

The Hong Kong Daily Press.

NO. 965

五十五年九月十五日

HONGKONG, WEDNESDAY, DECEMBER 11th, 1889.

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一月二十日英港

PRICE \$1 PER MONTH

SHIPPING.

ACHILLES, British steamer, 1,461.

C. Anderson, Liverpool 26th October, and

Singapore 2nd December, General Bot-

terfield & Swire.

W. W. Wootton, British steamer, 1,168.

Harris, Wampoa 10th December, General

Butterfield & Swire.

G. E. Bell & Co.

W. Murray, London, and Singapore 2nd

December, General Jardine, Matheson & Co.

December 10, PARADE, British steamer, 2,036.

Wallace, Vancouver 15th November, Yoko-

hama 3rd December, and Kobe 5th, General

Adamson, Bell & Co.

December 10, FOOKANG, British steamer, 890.

H. W. Hogg, Shanghai 5th December, and

Swatow 9th, General Jardine, Matheson & Co.

December 10, HAIKONG, British steamer, 1,222.

Harris, Foochow 6th December, Amoy 7th,

and Swatow 9th, General Douglas La-

Peake & Co.

December 10, POLYU, German steamer, 883.

H. Helmick, Wladwostock, Chaco 3rd

December, General Melches & Co.

December 10, DIAMOND, British steamer, 1,030.

J. S. Wilson, Penang, and Singapore 2nd

December, General Butterfield & Swire.

December 10, FUJIKI MAMU, Japanese stea-

mer, 1,118. P. J. C. French, Krishnath 5th

December, Coles—M. B. Kishida.

CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE.

10th DECEMBER.

Electric, Austrian str., for Singapore.

City of Peking, Amr. str., for Yokohama.

Tiutung, British str., for Swatow.

Amoy, German str., for Shanghai.

Haiyan, British str., for Swatow.

Glenora, British str., for Shanghai.

Zambo, British str., for Kobe.

Woochang, British str., for Shanghai.

Foy, Danish str., for Hiohoo.

Gulftown, German bark, for Whampoa.

DEPARTURES.

December 8, NAMKING, British str., for Amoy.

December 10, HANGCHOW, British str., for

Swatow.

December 10, SATSUMA, British bark, for Wham-

poa.

December 10, AMOT, German str., for Shanghai.

December 10, CITY OF PEKING, Amr. str., for

San Francisco.

December 10, CLARA, German str., for Hiohoo.

December 10, ELENORA, Amr. str., for Trieste.

December 10, GINGER, Brit. str., for Shanghai.

December 10, IPIHNA, German steamer, for

Yokohama.

December 10, POLYMYNA, German str., for

Hamburg.

December 10, TAIWANG, Brit. str., for Swatow.

December 10, WOOGUNG, Brit. str., for Shanghai.

December 10, GALVANTON, German bark, for

Whampoa.

December 10, FOOKANG, British steamer, for

Whampoa.

PASSENGERS ARRIVED.

For Achille, str., from Liverpool, &c., 70.

For Glenora, str., from London, &c., 102.

Chinese from Singapore.

For Purdie, str., from Vancouver, &c., Mr.

Ziller, and 120 Chinese.

For Haiphong, str., from East Coast—143

Chances.

For Polaris, str., from Wladwostock, &c., 4 Chinese.

For Diamond, str., from Straits—Mr. Hall,

and 530 Chinese.

For City of Peking, str., for Yokohama—

Miss W. A. D. W. A. Allen, 1 European,

and 1 Chinese. For San Francisco—For

B. Partridge, and Mr. A. H. Bowring.

For London—Mr. A. Y. Yookey, R. N.

For Ganges, str., for Shanghai—From Hong-

Kong—Major Tottenhoe, Capt.

Chances—Miss Williams and Colston, and 5

Chinese. From Macau—Mr. Bonnor, from

London—Misses A. E. Jones, Anne, Allen,

Grainger, Aly, Dicke, Star, and Hall. From

Singapore—Mr. J. Ingles.

TO DEPART.

For Dymock, str., from Hong Kong—For

Singapore—Mr. and Mrs. C. F. Parks, Mr. and

Misses Miss Fisher, and Mr. J. G. Bras-

ford. Captain Colenutt, Mr. Townsend, Mrs. H.

D. Ames, Miss Michie, Mr. H. R. Bowring,

For London—Mr. A. Y. Yookey, R. N.

For Ganges, str., for Shanghai—From Hong-

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REPORTS.

The British steamer Diamond, from Penang,

and Singapore 2nd December, reports bad seas

from 5th N. E. winds and sea from 5th S. E.

weather from 5th N. E. to 5th S. E. with high seas.

The British steamer Fochow, from Shanghai

5th December, and Swatow 2nd December, re-

ports from Foochow to Amoy had moderate

north-easterly winds and fine weather. From

Amoy to Swatow, light northerly winds and the

weather with north-easterly winds. From the

southern portion of the China Sea had very turbulent seas.

The British steamer Haiphong, from Foochow

6th December, Amoy 7th, and 8th December,

reports from Foochow to Amoy had moderate

north-easterly winds and fine weather. From

Amoy to Swatow, light northerly winds and the

weather with north-easterly winds. In Foo-

chow, str., in Amoy Mrs. Gladbury and

Collings.

MECHANICAL MARINE OFFICERS' ASSOCIATION.

UNTIL THE NEW PREMISES are ready

the above named institution will be

carried on at Nos. 2, 4, and 6, High Street,

(near the Government Civil Hospital).

Good Accommodation or M. M. Officers.

J. A. EDWARDS, Proprietor.

Teacher of M. M. Officers and Engineers.

Above Address.

Hongkong, 2nd September, 1889. [2550]

INTIMATIONS.

THE STANDARD LTD.

A SCOTTISH LIFE OFFICE OF 63 YEARS

STANDING, AND ONE OF THE WEALTHIEST

OF THE PROVIDENT INSTITUTIONS OF THE

UNITED KINGDOM.

WHEN it is remembered that a Life

Assurance Contract may not fail to

be fulfilled for a number of years, it will

be understood how important it is to the

Policyholder that the past record as well as the

present management of the Office should be of

the highest possible character. The Standard

has a long record of past good services to ref-

erence, and annually receives an amount to

£6,000,000, and its moral feature is consistent

with safety being demanded.

THE STANDARD LTD.

Agents, Hongkong.

Hongkong, 2nd November, 1889. [2414]

INTIMATIONS.

THE NEW YORK LIFE INSURANCE

COMPANY.

ESTABLISHED 1845.

TOTAL ASSETS ON 1st JANUARY, 1889

AMOUNT ASSURED BY NEW YORK STATE

STANDARD

BIRLEY, DALMIPPLE & CO.

Agents, Hongkong.

Hongkong, 2nd November, 1889. [2414]

BANKS AND LAND CO.

NOTICE.

RULES OF THE HONGKONG

SAVINGS BANK.

INTIMATIONS.

WINES AND SPIRITS.



BY APPOINTMENT.
A. S. WATSON & CO., LIMITED
(ESTABLISHED A.D. 1841.)
HONGKONG.

We invite attention to the following old landed
Bands, all of which are excellent quality and
good value for the money.

The same being specially selected by our
London House, and bought direct from the most
noted Shippers, are imported in wood and bottled
by ourselves, thus enabling us to supply the best
bowls at moderate prices.

In ordering it is only necessary to state
whether you desire Wines or Spirits wanted,
and whether for quality desired.

Orders through Local Post, or by Telegram
receive prompt attention.

PORTS. (For Inland and general use.)

Per Bot. Case. Per Bot.

A Alto Douro, good quality,
Green Capsule \$10 \$1.00

B Vintage, superior quality,
Red Capsule 12 1.10

C Fine Old, Vintage, super-
ior quality, Black Seal
Capsule 14 1.25

D Very Fine Old, Vintage,
superior, Violet
Capsule (Old Bottled) 18 1.50

SHERRIES.

A Delicate Old Dry, dinner
wine, Green Capsule 8 0.60

B Superior Pale Dry, dinner
wine, Green Seal Capsule 7.50 0.75

C Manzanilla, Pale, Natural
Sherry, White Capsule 10 1.00

CC Superior Old Dry, Pale
Sherry, Red Seal
Capsule 10 1.00

D Very Superior Old Pale
Day, choice old Wine,
White Seal Capsule 12 1.10

E Extra Superior Old Pale
Dry, very fine, quality,
Black Seal Capsule (Old
Bottled) 14 1.25

Fine A. Per Bot. Case. Per Bot.

G Superior Breakfast Claret,
Red Capsule 24 9.50

H St. Estephe, Red Capsule 4.50 5.00

I St. Julian 7 7.50

J La Rose 11 12.00

Per Bot. Case. Per Bot.

BRANDY.

A Hennessy's Old Pale, Red
Capsule \$12 \$1.10

B Superior Very Old Cognac,
Red Capsule 14 1.25

C Very Old Liqueur Cognac,
Red Capsule 18 1.50

D Hennessy's Finest, Very Old
Liqueur Cognac 1872

E Hennessy's Red Cognac 24 2.00

SCOTCH WHISKY.

A Thorne's Blend, White Cap-
sule 8 0.75

B Watson's Glanorchy, Mol-
low Blend, Blue Capsule,
with Name and Trade Mark 8 0.75

C Watson's Aclour-Glenlivet,
Red Capsule with Name
and Trade Mark 8 0.75

D Watson's D. Blend of the
Finest Scotch Malt
Whisky, Violet Capsule 10 1.00

E Watson's Very Old Liqueur
Scotch Whisky, Gold ap-
ples 12 1.10

IRISH WHISKY.

A John Jameson's Old, Green
Capsule 8 0.75

B John Jameson's Old, Green
Capsule 10 1.00

C John Jameson's Very Fine
Old, Green Capsule 12 1.10

GENUINE BOURBON WHISKEY,
fine old, Red Capsule, with
Name 10 1.00

GIN.

A Fine Old Tom, White Cap-
sule 4.50 0.40

B Fine Unwooded, White
Capsule 4.50 0.40

C Fine A. V. H. Gomers 5.25 0.50

RUM.

Finest Old Jamaica, Violet
Capsule 12 1.00

Good Leeward Island \$1.50 per Gallon.

LIQUEURS.

Benedictine, Maraschino

Chambord, Ester's Cherry Cordial

Chartreuse, Dr. Siegert's Antropina

1-19 | Bitter, &c.

NOTES TO CORRESPONDENTS.

Communication in *Editorial* matter should be addressed to "The Editor" and those on business to "The Manager," and not to individuals by name.

Correspondents are requested to forward their name and address with communication addressed to the Editor, not for publication, but as evidence of good faith.

All letters for publication should be written on one side of the paper only.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until demanded.

Orders for extra copies of the *Daily Press* should be sent before 11 a.m. on the day of publication.

After half-hour the supply is limited.

TELEPHONE NO. 12.

MARRIAGE.

On the 30th November, at Christ Church, Tokyo, by the Rev. B. Chapman Irwin, Fros, Horrocks, young son of the late Thomas Fox, of Dudley, Worcestershire, and Mrs. John Fox, youngest daughter of John Evans of Dudley, Worcestershire.

DEATH.

In Hongkong, on Saturday morning, the 7th instant, suddenly of heart-disease, ELIZABETH YOUNG-LAUREN, Civil Engineer and Ph. B. of Yale University, U.S.A. Late in the Imperial Chinese Government Service at Shanghai. Shanghai paper please copy. [2454]

The Daily Press.

HONGKONG, DECEMBER 11TH, 1889.

The importance of holding the meetings of the Finance Committee of the Legislative Council with open doors was strikingly exemplified on Monday. Under the old system of secret meetings, the valuable discussion that took place in the Estimates would have been entirely lost to the public, and no record of it would have remained for future reference. Had the meetings been public at the time the Committee recommended the voting of the £116,000 for defences the reports would have been of material assistance in considering the present phase of that question. There is, however, the definite resolution on record that the last sum of £60,000 the Committee recommended was intended to be final and was only to be voted on the condition that it should be taken as a payment in full of all claims of the colony in respect of the defence works. Of that sum some £3,000 remains, and the Committee did well in reducing the vote for next year to the equivalent of that amount. The Acting Colonial Secretary evidently anticipated that the Imperial Government will make a further claim if this amount is not sufficient for the completion of the works, and it appears that it will not be sufficient. The apprehension is, we fear, well founded, but if it be found impossible to escape a further contribution the present listing of supplies will at least have the effect of compelling a statement as to the final cost of the works and the way in which the money has been spent. In common equity the Imperial Authorities, if they were not content to accept as final the sum the colony agreed to pay, ought to

have said so at the time, but we are afraid it will not be safe to place too much reliance on their omission to do this as granting immunity from further claims. It is, however, the whole cost of the fortifications is to fall on the Colony there certainly ought to be a Colonial audit of the accounts to ascertain that the whole of the money has been properly applied to the purpose for which it was voted.

In connection with the vote for the Post Office, the public will learn with gratification that it is intended to institute a complete system of local delivery, a boon which has long been desired. There are to be nine delivery points in the city and three in the suburbs. There can be little doubt, we think, that the service will pay for itself, but even if it brings no great increase of revenue there is already a profit on the working of the Post Office, and while that is the case the necessary improvements in the service cannot rightly be withheld on account of the cost. With reference to the sorting of the French mails at sea, the general opinion of the Finance Committee seemed to be that the Chamber of Commerce had asked for something that was hardly worth the expense. We cannot share this view. If the sorting of the English mails at sea is necessary the sorting of the French mails can be hardly less so, and £130 a month does not seem very extravagant price to pay for a saving of an hour and a half in the delivery. The trial which is to be made of the system will, we have no doubt, be found to work satisfactorily, and when once it is in operation no one will think of proposing that it should be discontinued merely for the sake of effecting a small saving.

After the numerous complaints that have been made during the season with reference to the Observatory it was to be expected that that establishment would not be allowed to go uncriticised in the Finance Committee. A Committee is about to make a complete inquiry into the working of the Observatory, and it is to be hoped that as a result of their report it will be placed on a more satisfactory footing. What the Colony wants from the Observatory is primitive storm warnings. If the staff after complying with this requirement have time and opportunity for research in cognate branches of science, well and good; the Colony would take an interest in their work and afford them reasonable encouragement, but always on the understanding that the primary object of their employment was kept steadily in view. The general impression is that Dr. Dobson, who calls himself the Government Astronomer, delegates meteorology to rather a subordinate position in his studies.

The suggestion that monthly returns of the temperature and rainfall should be published, is an eminently valuable one and we hope will be carried into effect. Before the Observatory was thought of the colony had the advantage of returns of this character, and their discontinuance has been the subject of very general regret and of some inconvenience.

The cost of printing the returns is not worth considering; they would not cost more than one page, or at most two, of the *Gazette*, and if the Colony could afford it thirty years ago it can certainly afford it now. Like the Surveyor-General, we can testify to Dr. Dobson's courtesy in supplying information whenever he is applied to for it, but what is wanted is that the information should be made accessible to all without special application.

A little light was thrown on the position of the Crown Agents, but the real state of the case still remains in some obscurity.

The general impression is, we believe, that the Crown Agents are privy to the management of the colony, and it is to be hoped that such a statement should be obtained.

If the management of the public land and the whole of the buying for Colonial requirements is conducted for the small sum of \$3,000 a year the Colony certainly gets the work done very cheaply, and it would probably be impossible to improve on the arrangement.

With reference to the Government printing, while of course it is the duty of the Government to get the work done at the lowest possible rate, any paring down of the vote by refusing to print documents which it is desirable should be published is very much to be deprecated. Another small vote which deserves passing reference is that of £2,000 for Law Revision. The remarks that have previously been made on this subject were not dictated by any under-estimate of the value of law revision, but there was an impression that the Secretary's salary was being drawn while the Commission was in abeyance.

To the members of the Commission themselves, to a definite statement being made of the terms on which the business of the Colony is transacted, and we would suggest that such a statement should be obtained.

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NOTICES TO CONSIGNEES.

"SHIRE" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S. S. "DENBIGHSHIRE",
FROM HAMBURG, ANTWERP, LON-
DON, PENANG AND SINGAPORE.
CONSIGNEES of Cargo are hereby in-
formed that all goods are being landed
at their risk into the Godowns of the Kowloon
Wharf and Godown Company, at Kowloon,
whence and/or from the wharves delivery may
be obtained.

Optical cargo will be forwarded unless
notified to the contrary to be given before 4 P.M.
To-day.

No claims will be admitted after the Goods
have left the Godowns, and all Goods remain-
ing after the 11th instant will be subject to
rent.

All claims against the steamer must be pre-
sented to the undersigned on or before the 11th
instant, or they will not be recognized.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

ADAMSON, BELL & CO.,
Agents.

Hongkong, 4th December, 1889. [2475]

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG, AND

SINGAPORE.

THE Steamer

"ARABOON APACAR,"

having arrived from the above Ports, Con-
signees of cargo are hereby informed that their
goods are being landed at their risk into the
Hongkong and Kowloon Wharf and Godown
Company's Godowns at West Point, whence
delivery may be obtained.

Cargo remaining undelivered after the 15th
instant will be subject to rent. No Fire In-
surance has been effected.

Consignees are hereby informed that all claims
must be made immediately, as none will be
entertained after the 11th instant.

Bills of Lading will be countersigned by

DAVID SASSOON, SONS & CO.,
Agents.

Hongkong, 5th December, 1889. [2545]

NOTICE TO CONSIGNEES.

STEAMSHIP "PORT AUGUSTA,"

FROM VANCOUVER, YOKOHAMA,

AND KOBE.

THE above Steamer having arrived, Con-
signees of cargo are hereby informed that their
goods are being landed at their risk into the
Hongkong and Kowloon Wharf and Godown
Company's Godowns at West Point, whence
delivery may be obtained.

Cargo remaining undelivered after the 15th
instant will be subject to rent. No Fire In-
surance has been effected.

Consignees are hereby informed that all claims
must be made immediately, as none will be
entertained after the 11th instant.

Bills of Lading will be countersigned by

DAVID SASSOON, SONS & CO.,
Agents.

Hongkong, 5th December, 1889. [2545]

NOTICE TO CONSIGNEES.

ASTRO-BUNGARIAN LLOYD'S

STEAM NAVIGATION COMPANY.

NOTICE TO CONSIGNEES.

FROM TRIESTE, PORT SAIN, SUEZ,
JEDDAH, SUAKIM, MASSAWAH, HO-
DEDDA, ADEN, ROMBAY, COLOMBO,
PENANG, AND SINGAPORE.

CONSIGNEES of cargo by the Company's
Steamer "ELEKTRA,"

are hereby informed that their Goods are being
landed at their risk into the Hongkong and
Kowloon Wharf and Godown Company's Godowns
at Kowloon, whence delivery may be
obtained.

This Vessel brings cargo—
From Calcutta and Madras Ex. S. S. Norge,
From Colombo, Ceylon. From Trieste, R.R.
Ex. S. S. Imperator transhipped at Bombay.

No claims will be admitted after the Goods
have left the Godowns, and all claims must be
sent in to the Undersigned before Noon on
the 14th instant, or they will not be recognized.

No Fire Insurance has been effected, and any
Goods remaining in the Godowns after the 14th
instant will be subject to rent.

Bills of Lading will be countersigned by

DAVID SASSOON, SONS & CO.,
Agents.

Hongkong, 7th December, 1889. [2545]

NOTICE TO CONSIGNEES.

FROM HAMBURG, PENANG, AND

SINGAPORE.

THE Steamer

"DIEFENIGA"

Captain L. Volmer, having arrived from the
above Ports, Consignees of cargo are hereby
requested to send in their Bills of Lading for counter-
signature by the Undersigned and to take
immediate delivery of their Goods from
alongside.

Optical cargo will be forwarded unless
notified to the contrary to be given before 4 P.M.
TO-DAY.

Any cargo impeding her discharge will be
landed into the Godowns of the Hongkong and
Kowloon Wharf and Godown Co. Limited, and
stored at Consignees' risk and expense.

No claims will be admitted after the Goods
have left the Godowns, and all Goods remaining
undelivered after the 13th inst. will be subject
to rent.

All broken, damaged and damaged goods are to
be left in the Godowns, where they will be
examined on the 13th inst., at 4 P.M.

No Fire Insurance has been effected.

SIEMSEN & CO.,
Agents.

Hongkong, 7th December, 1889. [2545]

NOTICE TO CONSIGNEES.

FROM ANTWERP, LONDON, PENANG

AND SINGAPORE.

THE Steamer

"BENVENUE,"

Captain Thomson, having arrived from the
above Ports, Consignees of cargo are hereby re-
quested to send in their Bills of Lading for counter-
signature by the Undersigned and to take
immediate delivery of their Goods from
alongside.

The steamer is berthed at the Kowloon Pier,
and any cargo impeding her discharge will
be landed into the Godowns of the Hongkong and
Kowloon Wharf and Godown Co. Limited, and
stored at Consignees' risk and expense.

Optical cargo will be forwarded unless
notified to the contrary to be given before 10 A.M.
TO-MORROW, the 5th instant.

No claims will be admitted after the Goods
have left the Godowns, and all Goods remaining
undelivered after the 10th instant will be subject
to rent.

All claims must be made before 4 P.M. on
the 10th instant, or they will not be recognized.

Any cargo impeding her discharge will be
landed into the Godowns of the Hongkong and
Kowloon Wharf and Godown Co. Limited, and
stored at Consignees' risk and expense.

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D. GILLIES,
Secretary.

Hongkong, 26th August, 1889. [2531]

TO BE LET.

TO LET.

NOTICE.

MAIL SUPPLEMENT TO THE HONGKONG DAILY PRESS.

HONGKONG, WEDNESDAY, DECEMBER 11th, 1889.

THE DEBATE ON THE HONGKONG ESTIMATES.

The Colony is to be congratulated on the return of the Hon. A. P. MacEwan to his seat in Council. The hon. gentleman always carries with him a healthy breeziness into public affairs, and it's to him that we are on this occasion indebted for a wholesome discussion of the affairs of the colony in connection with the 1890 Estimates—a discussion which in absence would not have taken place. The Governor's wish that Mr. MacEwan's example may prove contagious and that the other unofficial members will let more of what is passing in their minds be known will be generally shared by the public. We propose to-day to briefly pass in review the various points touched upon by Mr. MacEwan, together with the replies given by the Governor and the Acting Colonial Secretary. First, as to the audit. It seems to be agreed on all hands that an independent audit of the accounts of the Colony is desirable. The Governor is especially impressed with its desirability, but he objects to the plan of sending the documents to London. The Acting Colonial Secretary admits that the Imperial audit would be better than the present system, but contends that it would not be so much better as to be worth the extra expense. He also dwells on the inconvenience of having the audit conducted in London. As an instance of the superiority of an audit on the spot he mentions a visit paid by Sir WILLIAM MARSH to the Post and Steam Offices, where that officer confessed he had learned more in three or four hours than he could ever have learned from replies on paper. Every one will of course grant the appropriateness of the instance, and we should say, it will be the duty of the local Auditor to be sent out under the new scheme to do exactly what Sir WILLIAM MARSH did on the occasion referred to by Mr. LEXEM. In the natural course of things the officer on the spot will be held responsible for questions as to system. All that the Secretary of State proposed should be done in London was the mechanical part of the work, and he does not insist even upon that. The expense will apparently be greater than that of the present system, but as the Governor says, if the change has the effect intended, it will be worth far more than it will cost.

With reference to the military contribution, it is satisfactory to hear from the Governor that the Colony is not to be asked to increase its contribution until it receives an additional regiment. His Excellency does not state this as an absolute certainty, but it is his view of the situation, and no doubt it will turn out to be a correct view. When the additional regiment arrives we are afraid it will be impossible to resist the demand for a larger contribution if the principle of paying anything at all is admitted. Since the amount of the military contribution was fixed, the Colony has largely increased in wealth and when it occurs, in addition to the forces it must expect to be called upon to pay its proportion of the additional cost. It is, of course, never pleasant to pay away money, but when the claim is irresistible it is no use making grumblings about it. Any claim for an increased contribution, while the garrison remains at its present strength would of course have to be resisted by every possible means.

Some confusion seems to have prevailed on the subject of the vote for the defence. In the Estimates for the present year a sum of \$18,526 was put down as "Balance—Contribution to Defences," which might naturally lead one to suppose it was a final balance. In the Estimates for next year the sum of \$30,000 is set down for the same purpose and is not stated to be a balance, which might equally lead one to suppose that it was an addition. An examination of previous year's Estimates shows, however, the true position of the matter. The Council agreed in the first place to vote \$20,000, and subsequently, another \$20,000. The whole of this sum was never actually voted by way of appropriation, but from year to year such amounts as it was anticipated would be required during the year, have been appropriated during the ordinary way; when the amount so set aside has been exceeded the balance has been provided for in the Supplementary Appropriation Bill. The sums actually expended are shown in the following table:

1884	\$ 8,64
1885	12,524
1886	217,501.45
1887	238,444.50
1888	62,115.50
Total	\$204,400.75

The amount voted for the present year was \$15,620, and we believe the actual expenditure has not been much more. Something therefore still remains of the \$120,000, say \$20,000; but it is impossible to state the exact amount to be set aside. The Colony is fortunate in having a Governor so evidently willing to give an impartial and unprejudiced consideration to all matters placed before him.

THE PROPOSED DIRECT CABLE BETWEEN HONGKONG AND SINGAPORE.

The question of the desirability of establishing direct cable communication between Hongkong and Singapore was brought to the fore once more by the Hon. A. P. MacEwan at the last meeting of the Legislative Council. The importance of this question, we are glad to note, appears by degrees to be sinking into the minds of the authorities and public alike. From the very commencement, when the idea was first mooted, we have urged the necessity of such a provision, both from a local and from an Imperial standpoint. Whilst admitting that it is a work that should be undertaken by the Imperial Government as an essential yet missing link in the electric circle that should and will, yet some day encircle the British empire, it must also be allowed that as adding to the security of the colony and giving it increased facilities of communication, the Far East—notably in Hongkong and the Treaty ports of China—brought to close up the gaps in the telegraphic communications with this mother country. But the Imperial Government—which would not bear the cost of the construction of the fortifications of the coasting stations—is unfortunately not likely to provide a direct cable between the two Colonies of the Far East without some contribution from both towards the outlay. His Excellency's recent report may rather tend to confirm the Imperial Authorities in that view. He is a believer in the principle that it is wise when a man is worth \$10,000 that he should lead his friends to believe he has only \$5,000, and thinks it should be applied in dealings with the Crown Colonies and the Imperial Authorities. But the principle so highly thought of by Mr. MacEwan is one which it is not considered legitimate to apply in dealings with the Collector of Customs; neither can a Governor be expected to mislead the Secretary of State. We look to the Governor to fight the battles of the Colony with the Downing Street Authors, but not to use as one of his weapons either misrepresentation or concealment. Sir WILLIAM DES VRIES naturally says that for no purpose whatever, he would feel himself justified in representing the position of the colony as other than he conceives it to be.

The next point touched upon in the absence of a bureau of statistics in the colony, which is lamented both by the Hon. A. P. MacEwan and His Excellency the Governor. We believe that if the proposal to establish such a bureau were referred it would be found that the opposition—with which it was received in some quarters on the previous occasion—has subsided for the most part into simple indifference. The Hon. A. P. MacEwan will, probably, be able to ascertain the feeling more definitely, by a communication with the members of the Chamber of Commerce. His Excellency in the meantime is making a scheme for the collection of statistics by obtaining returns from the countries with which this Colony has gradual relations; which he hopes will make up some extent for the absence of a bureau of our own. Such statistics will no doubt be useful, but they will be

very far from equivalent to statistics compiled on the spot. In the first place, it will be impossible to trace accurately the date of the departure of goods from Hongkong or the date of their arrival here, so that the comparison of period with period—one of the most useful purposes to which statistics are applied—will be rendered of little value. Secondly, in the returns received from foreign countries, the classifiers both of quantities and values will vary, and their reduction to uniformity will not only involve a large amount of calculation but will be more or less unreliable. Thirdly, the returns will be incomplete for the course of a year, certain quantities of goods will be received from abroad dispatched to out-of-the-way places from which it will be impossible to obtain returns; and also because some countries include Hongkong with China in the statements of their imports and exports. However, the figure to be obtained under the proposed scheme will possess some value, and we hope

the circumstances had somewhat altered since this 31st July, 1888, they did not consider it sufficient importance to necessitate any modification of the views then expressed. And they therefore still deprecated "the appropriation of any portion of the Colony's revenue to subsidising a special cable." Have Mr. MacEwan's constituents—if we may so designate the Chamber of Commerce—like the Governor, also changed their views? Are they prepared to join in subsidising a cable? Judging from the remarks in the Singapore papers, the Straits Settlements would not be unwilling to make a contribution, but they consider that it should not exceed more than half that paid by Hongkong, as a direct cable to the latter would not be of nearly the same benefit to them. And as a matter of fact, it cannot be denied that this is the case; Singapore, already possessing direct telegraphic communication with India and England, the proposed cable would confer comparatively little advantage on her.

The amount of the subsidy mentioned by

Mr. MacEwan is certainly large, and if it be true, as he says, that a cable could be laid for the sum of £150,000, an annual subsidy of £31,000—of which Hongkong and Singapore were asked to pay £16,000 between them—would be excessive. But the estimate of the cost of the cable given by the Eastern Extension Company is upwards of £200,000, and they say that the line would necessarily be unremunerative as they can do just as well without it. But it would be wiser policy on their part to lay the direct cable and provide for the future and growing wants of the Far East than to allow an opposition Company to be started. The rates now paid are generally felt to be very high, and any attempt to break down the monopoly established by the Telegraph Companies would probably receive very cordial support. Whether the Colony could float a Company to lay a direct cable, or, if it did, whether it could pay dividends, are open questions. But whether it could or not, it would on all accounts be better to allow the existing English Company to lay the cable if it can be done reasonably. If a sum could be named that the Colony could afford, the Straits Settlements would indicate the amount they were prepared to contribute, the Governor would then be in a position to lay a proposition through the Secretary of State for the Colonies, to the Imperial Government. Sir NOWELL SALMONS would no doubt vigorously support it, and there would be a fair chance of the long desired link being supplied between the two British outposts in Asia. It would be better, if possible, to lay the cable in the name of the Colony, as there is a great deal of exaggerated talk about the wealth of this Colony; in fact, certain officials seem to look upon it as *El Dorado*, and they will make it pay accordingly. I very carefully read Excellency's report in this respect and I am afraid it may rather tend to confirm the Imperial Authorities in that view. I think that when the last vote was taken in this Council, the hon. member was disappointed, and I think it is a very great mistake to do this for the officers themselves. As I understand it, this colony should not be called upon to pay one dollar more. However, in these days the meetings of the Finance Committee were held secretly, and it is entirely owing to your Excellency's judgment that the last and present public opinion of the public and the public members has not been so far as I can see, led to the compilation of the forts, and as this matter will crop up in Finance Committee, and we shall not have the benefit of your Excellency's presence there, I will allude to it now. Some years ago, before I was a member of this Council, our was asked for fortifications at first 260,000, then they doubled it to 300,000. I think that the hon. member was not asked to pay for the absence of a bureau of our own. Of course, as far as the fortifications are concerned, it is a great deal of a disadvantage to other countries that we have not a fortification of our own, but on the other hand, it is a great deal of a disadvantage to us, as far as the fortifications are concerned, to the other countries that we have not a fortification of our own. Of course, as far as the fortifications are concerned, it is a great deal of a disadvantage to other countries that we have not a fortification of our own, but on the other hand, it is a great deal of a disadvantage to us, as far as the fortifications are concerned, to the other countries that we have not a fortification of our own. 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